

F-4-8

Braddock Heights Survey District
Braddock Heights
Private

Ca. 1894-1941

Braddock Heights is an excellent representative of an early 20th century summer resort developed by the Frederick and Middletown Railway, a rural trolley line which eventually became the Hagerstown and Frederick Railway. Encompassing about 85 acres on the ridge of Catoctin Mountain with views to the east and west, the district consists of large, frame houses built from about 1901 to the early 1940's along Maryland, Schley, Potomac, and Urner Avenues and Jefferson Boulevard. Architecturally, the district has representatives of the Shingle, Colonial Revival, Queen Anne, and bungalow types, mostly in frame and stone with irregular plans, picturesque rooflines, wide verandas, and large lots. The district also contains the site of Braddock Heights Park, also developed by the railway as a tourist attraction to stimulate patronage of the rail line. Once containing an observatory, a dance pavilion, a theatre, a carousel, a slide, and other facilities, the only remaining recreational building is the 1909 Casino, which still contains an active roller skating rink.

F-4-8

Braddock Heights Survey District
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial/Urban Dominance, A.D. 1870-1930
Modern Period, A.D. 1930-Present

Prehistoric/Historic Period Themes:
Economic (Commercial)
Social/Education/Cultural
Transportation

Resource Types:

Category: District

Historic Environment: Village

Historic Function and Use:
Domestic/single dwelling/residence
Domestic/hotel/inn
Commerce/Trade/department store/general store
Recreation and Culture/sports facility
Transportation/rail-related/streetcar line

Know Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE ☐ yes ☒ no

1. Name (indicate preferred name)

historic Braddock Heights Survey District

and/or common

2. Location

street & number 6800-6806 Maryland Ave., 6407-6728 Jefferson Blvd.
4710-4728 Schley Ave. ☐ not for publication

city, town Braddock Heights ☐ vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple property owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state Md. 21701

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No. F-4-8

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 93

The Braddock Heights Survey District is centered on the early 20th century resort village located on the ridge of Catoctin Mountain at the point where the Old National Pike (U. S. 40 Alt.) crosses the summit, about two miles west of Frederick city in Frederick County, Maryland. The survey district contains four main streets, Maryland Avenue, Jefferson Boulevard, Schley Avenue, and Potomac Avenue, which follow the mountain ridge and are lined with large, eclectic single houses in the Queen Anne, Shingle, Colonial Revival, and bungalow styles which were built principally in the period 1901 - 1941 as hotels, inns, boarding houses, and private summer residences for tourists brought to the mountain by the Frederick and Middletown Railway trolley line. The district also includes the remains of Braddock Heights Park, built by the Frederick and Middletown Railway, which are now mostly the foundations of several mountaintop recreational structures, a 1909 casino containing an active skating rink, and a 1913 trolley station and store building. The district has approximately 130 principal structures, of which 93 (72%) contribute to the significance of the village as an early 20th century streetcar resort. The non-contributing buildings are primarily residences built after 1941, a fire station and its predecessor building now occupied by a private school, and a modern shopping center.

The resort village is laid out in a generally north-south orientation following the line of the mountain ridge. The elevation is about 900 feet and the development was sited to take advantage of the scenic views toward the east over Frederick city and the Monocacy Valley and to the west across the Middletown Valley. Four separate plats make up the village, the first in 1901 containing lots extending southward from Old National Pike to the present Hays Street, one of two short cross streets between Maryland and Potomac Avenues. The second plat is also dated 1901 and includes the area on the west side of Maryland Avenue between the present Deer Spring Road and Jefferson Boulevard, "White's Terrace". The third plat is dated 1904, showing the east side of Maryland Avenue between the trolley line from Frederick and Schley Avenue. The fourth plat is dated 1906 and shows the present Jefferson Boulevard from Maryland Avenue to the present Clifton Road. Each plat contains mostly standard size lots in single rows on each side of the streets. The trolley line from Frederick extended down the east side of Maryland Avenue and, from 1906, on the east side of Jefferson Boulevard.

At the entrance to Braddock Heights at the Old National Pike and Maryland Avenue are two stone and brick piers with identifying panels and a cast iron and stone fountain on the west side. On the west side of Maryland Avenue about halfway between the intersection of Maryland Avenue and the Pike and the Park was located the Hotel Braddock, the largest hotel in the resort, which burned in 1929. This site was not rebuilt until after 1950 and contains two non-contributing residences. The two cross streets, Hays Street and an extension of Umer Avenue, bound the hotel site. A 1941 fire also destroyed two other early buildings immediately north of the hotel site, which were also later replaced with modern residences. The rest of the

(Continued on separate sheet)

8. Significance

Survey No. F-4-8

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1895–1940

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Braddock Heights Survey District is an excellent example, unique in Frederick County, of an early 20th century summer resort village associated with the Frederick and Middletown Railway, later known as the Hagerstown and Frederick Railway, the parent company of the Potomac Edison Company. The resort contained a popular amusement park, traces of which still exist in the district. The remaining private homes, most of which were built as hotels, inns, and boarding houses, provide a variety of picturesque renditions of the popular architectural styles in the period ca. 1895 - 1940, such as the Shingle Style, Colonial Revival, Queen Anne, and the bungalow. The district exemplifies the types and importance of recreation and leisure in the early 20th century in rural Maryland immediately prior to the automobile age, which began about the same time as the resort was begun and which caused its ultimate decline.

Early 20th century summer mountain resorts were located in southern Pennsylvania at Blue Ridge Summit and Pen Mar which were served by the Western Maryland Railroad through the northern part of Frederick County. Braddock Heights is unique because of its connection with a rural electric trolley line. Since Frederick did not have a railroad link to the Middletown Valley, a group of landowners in Frederick and Middletown formed the trolley company in the 1890's and immediately planned the resort as well as the link to Middletown. The line was eventually extended through Myersville and on to Hagerstown, which led to the final name of Hagerstown and Frederick Railway. Eventually, the production of electric power surpassed the trolley line in importance. The trolley line was significant in the transportation theme in virtually every community through which it operated, including in the Middletown Region the towns of Braddock Heights, Middletown, and Myersville, as well as the rural districts it crossed. The village of Braddock Heights was unique in Frederick County, being the only community wholly developed as a result of the trolley.

The founders of the Frederick and Middletown Railway were George William Smith, a wealthy farmer with landholdings west of Frederick, and a group of Middletown and Frederick area farmers and businessmen who incorporated as the Frederick & Middletown Valley Passenger Railroad in April 1893. Among the most prominent of the group was Oscar C. Coblentz, whose family owned considerable land between Catoctin Mountain and Middletown. Construction began on the line from Frederick to Braddock

(Continued on separate sheet)

9. Major Bibliographical References

Survey No. F-4-8

Beautiful Braddock (Sketch of Braddock Heights). Compiled and arranged by Alban M. Wood. Frederick, Md.: Press of Baughman Bros., 1907.
"Braddock Heights: The Golden Years", Frederick Magazine,
July 1991.
(Continued on separate sheet)

10. Geographical Data

Acreage of nominated property 85 acresQuadrangle name Middletown, Md.Quadrangle scale 1:24000UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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H

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Verbal boundary description and justification

Boundary as shown on attached quad. map section, including most of 4 plats in original village and principal section of Braddock Heights Park.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept. date February 1992street & number 12 E. Church Street telephone 696-2958city or town Frederick state Maryland 21701

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHOD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
(410) 326-7100

7.1 Description Continued

streetscape is made up of large, irregularly planned residences in the eclectic Queen Anne and Shingle styles, characterized by extensive verandas, numerous gables and dormers, corner towers, varied surface finishes, and picturesque rooflines. Artificial siding of various types is now commonplace on most houses, although original german siding and patterned shingles in gables and slate roofs are also frequently seen. The lots were designed to be ample to offer scenic view opportunities from every house. In most cases, the lots have remained intact with some off-street parking areas at the edge of the street, primarily on the east side where the former streetcar roadbed provided more space.

Paralleling Maryland Avenue on the west is Potomac Avenue, a through street to the Pike which originally was laid out in two sections separated by the grounds of the Hotel Braddock. The southern section contains the most continuous grouping of contributing residences, with the center section occupied by modern non-contributing houses built after 1950. Urner Avenue, extending east and northeast from Maryland Avenue behind the houses on the east side, was part of the original plat and has five large residences dating from the period 1903-1910 on its east side. At the corner of Urner and the Pike is a 1939 auto repair garage which is one of the few commercial buildings dating from the district's period of significance. The east side of Maryland Avenue opposite the Braddock Hotel site remains mostly undeveloped except for the only religious building in the district, the 1964 Episcopal Church of the Transfiguration. This area was the route of the trolley line which made a wide southern arc from the mountain's lower slope up to the station near the church site which served the hotel. Vestiges of the rail line can be seen in depressions along the tree line bordering the east edge of the open area.

The southern section of Maryland Avenue between Hays Street and the main intersection of Maryland and Jefferson Boulevard near the former park entrance contains the most continuous grouping of contributing structures, with 19 large residences on both sides of the street. Included in this section are the Catalpan at 6819 Potomac Avenue (main elevation on Maryland Avenue) and the Bon Air at 6813 Maryland Avenue, the two oldest extant resort residences, built in 1901, the Haller Residence, built about 1905 for Thomas H. Haller, the treasurer of the Frederick and Middletown Railway, Washington Cottage (ca. 1904), Bon Air (ca. 1902), Stonehurst Cottage, Adelphia, and the Ramsburgh House, which contained one of the early stores in the resort in the period ca. 1935 - 1949.

The intersection of Maryland Avenue, Jefferson Boulevard, Schley Avenue, and Old Swimming Pool Road was the center of the resort and is still the crossroads of the village. The 1913 trolley depot containing the convenience store and the non-contributing modern shopping center are located on the southeast corner. Southeast of the trolley depot is the site of the Braddock Heights Park. The area is now open and lightly forested land extending up to just below the summit on which stood many of the principal park structures. The only remaining recreational building, the Casino, still operates as a skating rink in a two-story frame building. Just beyond the Casino is a traditional vernacular frame house in which the park manager lived.

7.2 Description Continued

Along Schley Avenue are several inns and boarding houses dating from the first decade of the 1900's. Principal among these are the Seachrist Mountain House, a three-story inn with a mansard roof built about 1903, and the Schley Inn, built about 1903. The Schley Inn still contains a bar and restaurant. Although Jefferson Boulevard was platted in 1906 southward to the intersection of Clifton Road, the survey district boundary on this street is just south of 6410 Jefferson Boulevard because of increasing clusters of post-1941 dwellings. Individual inventory-level properties continue outside the district boundary on Jefferson to and beyond Clifton Avenue, usually separated by modern houses. Jefferson Boulevard contains a wider variety of styles because of its later period of development. The houses closer to the main village crossroads tend to be similar to the original sections, in the Queen Anne and Shingle styles. Farther south on Jefferson Boulevard, where later development occurred, bungalows, 1920's and 1930's Colonial Revival houses, and pattern-book or mail-order houses are more common.

Following are brief descriptions of selected properties in the district:

Trolley Depot and Store (Beachley's Variety Store): A 1913 two-story frame building with a cross-gable slate roof and a wide overhanging canopy on the first level. The building has a free-standing cast iron column at the northeast corner and a modern glass-walled store enclosure. A recent brick extension to the store is located on the northwest corner. The building contained the original Frederick and Middletown Railway (later Potomac Edison Company) power station, the post office, and a general store.

Casino (Braddock Heights Skating Rink): A frame, rectangular, gable-roofed building erected in 1909, the Casino has two levels, with the skating rink on the upper level and a bowling alley on the lower level. Originally an exterior two-story porch extended around most of the building, on which doors from the rink opened. Double doors which led to the porch are still in place on the east and west sides and the 2/2 windows in a continuous row around the building light the open interior. Many of the lower level windows are boarded. The present main entrance is through a frame entry porch with a canopy on the north gable end. The exterior is the original german siding and the roof is composition.

Seachrist Mountain House, 4710 Schley Avenue: One of the earliest and most prominently placed boarding houses, the Mountain House was built about 1903 directly across from the Park entrance. It has a five-bay south elevation, three stories and a mansard roof with dormers. A one-story veranda extends around three sides of the building. The first story has german siding and the second story is aluminum sided. The third story in the mansard roof is covered with composition material.

Schley Inn, 1903 Schley Avenue: Built in 1903, the 2-1/2 story frame building has a gable roof with dormers and an exposed basement level on the west and north which has been altered with the addition of a partially enclosed porch and a concrete block motel addition on the north. The entrance is in the south gable end which has three bays with a simple doorway between paired 1/1

7.3 Description Continued

windows. The upper stories have mostly 2/2 sash. The siding is german and the roof is composition. Built as a private club, it was originally called Camp Schley Inn.

White's Horse Barn, 4907 Old Swimming Pool Road: A three-story frame barn with an exposed stone first story, the barn has been considerably altered for use as a residence with relocated and replaced windows. The original openings have simple pointed arches formed by flat boards. An extension of the gable roof on the west was the hoist for the hay loft. Double sliding doors on the north elevation are no longer in use and a modern doorway has been cut into the stone foundation on the west. A painted sundial is located on the south elevation. Although the date 1887 is painted on the vertical board siding on the east gable end, the barn was more likely built in the late 1890's as part of David G. White's horse farm which operated from about 1896 to about the 1960's. A second barn connected to this structure by a paddock burned prior to the 1970's. The barn is the only originally agricultural structure in the survey district.

6811 Maryland Avenue: This is a two-story frame Shingle Style house built about 1904 located on the east side of the Avenue with a gambrel-roofed gable facade and a one-story porch extending on two sides of the building. A cross gable with an exterior brick chimney projects on the south elevation. A center entrance on the west elevation is flanked by large 8/8 windows and paired 1/1 windows are in the two bays on the second story. The gable is faced with fish scale and diamond cut shingles currently painted in three colors. The house is a good representative of the Shingle style houses in the earliest section of the district.

Thomas Haller House, 4705 Hays Street: Built about 1905 for Haller, the treasurer of the Frederick and Middletown Railroad, the house is set back about 40 feet from the west side of Maryland Avenue. It has 2-1/2 stories with a cross gable plan and a one-story porch on three elevations. The east elevation has a three-bay first story and four on the second story. A center entrance is flanked by large 1/1 windows with shutters. The second story also has 1/1 windows. In the shingled gable is a three-part window based on the Palladian window, with an arched center unit with 2/2 sash flanked by 1/1 rectangular windows. Two chimneys rise from the center of the hipped composition roof.

Roberts House (Comfort Cottage), Potomac Avenue: Built about 1903, this is a 1-1/2 story frame house with an exposed basement on the west elevation where the site slopes down toward the Middletown Valley. The house has a three-part first story, with a central entrance flanked by two large windows and polygonal end pavilions. The cross gable plan features a central gable which was originally shingled, but is now covered with aluminum siding, as is the rest of the house. A pair of windows is centered in the gable. An exterior brick chimney is located on the north gable end and a second chimney is centrally located. The shingle roof has been replaced with composition. Built for Mrs. Annie Roberts of the Woman's College in Baltimore, the predecessor of Goucher College.

7.4 Description Continued

6624 Jefferson Boulevard: This is a 2-1/2 story frame Colonial Revival house built about 1910. It has a three-bay east elevation with a one-story porch. The center entrance is in a projecting foyer flanked by paired 6/1 windows. On the second story are three-part windows flanking a pair of lancet windows in the center bay. The cross-gable roof has a shingled gable facing the street with a pair of windows in the center. The exterior siding is clapboard and there are large scroll brackets at the cornice line. At the rear of the house is a large screened porch. This house is a good example of the type of house built in the 1906 section of the district.

6508 Jefferson Boulevard: A Shingle style house built about 1912, this is a 2-1/2 story frame building with a hipped roof and shed dormers. It has a three-bay east elevation in the shingled exterior with an entry porch under an ogee-curved roof. Large plate glass windows in the projecting side bays have two small upper sections and the second story has paired 1/1 sash. In the center bay on the second story are a pair of small square windows. Each dormer has three windows with three vertical lights. A screened sun porch is located on the south elevation. This house is also a good example of the later architectural development of the district.

6505 Jefferson Boulevard: This is a 1-1/2 story rusticated concrete block bungalow built about 1915. Set back from the street and with a wide veranda on all elevations, the house has a three-bay east elevation with a center entrance and paired 1/1 windows. The pyramidal roof is covered with composition and has dormers in the east, south, and west elevations. An exterior rusticated concrete block chimney rises on the north elevation. The corners of the house have lighter colored quoins. The bungalow form is fairly common in the district, but the use of the concrete block makes this house unique.

8.1 Significance Continued

Heights in 1896, with the first passenger run in August 1896. The company recognized the potential of the mountain summit as an incentive to the success of the line and constructed a wood observatory tower in 1894 to encourage people to visit and visualize the planned resort in the spectacular setting of the mountaintop. The first plat was laid out in 1900 and 1901 for the section on Maryland Avenue from Old National Pike south to the approximate location of Hays Street. A small plat of 8 lots near the intersection of Maryland and Schley Avenues was surveyed in the same year for D. G. White, the owner of a horse farm in that vicinity. The third plat was filed in 1904, but was probably laid out in 1901, and showed the south end of Maryland Avenue and Schley Avenue. The company founders incorporated the Braddock Heights Improvement Company to sell the lots. In 1906, the success of the sales was evident in the formation of a second development company, the Braddock Building & Development Company, which platted 127 lots on both sides of the present Jefferson Boulevard, then shown as an extension of Maryland Avenue.

Construction on the summer residences began in 1901. The first houses appeared scattered along both sides of Maryland Avenue and the Hotel Braddock, the Improvement Company's centerpiece of the resort, was completed in 1903. A large rectangular frame building of three stories with deep verandas on all sides, the hotel was sited and the lots laid out around it to give it the widest possible views on both sides of the mountain. A trolley stop was located directly in front of the hotel and the main terminus was at the entrance to Braddock Heights Park. Little more than an open-sided shed, this was replaced in 1913 by the present depot building which combined a store, power house, and depot. The earliest extant house in the survey district is believed by most residents to be the Catalpan, 6819 Maryland Avenue, built in 1901. Typical of the expansive early period of the resort, it has a large lot and multiple gables, a wide porch, and the irregular plan of houses being erected in resorts throughout the country in the early years of the 20th century.

Prominent Frederick, Baltimore, and Washington residents bought lots in Braddock Heights for summer houses, including Judge Hammond Urner, whose 1903 stone house was one of the first houses on Urner Avenue, Thomas Haller, the treasurer of the Frederick & Middletown Railway, whose house is at 4705 Hays Street with the facade toward Maryland Avenue, and Mrs. Annie Roberts, associated with the Woman's College of Baltimore, the predecessor of Goucher College. Many of the boarding houses and inns had names, some of which survive in the signs over the doorways. Some of these are Adelphia, Stonehurst Cottage, Washington Cottage, and Edgewood. Edgewood, at 4728 Schley Avenue, was built as a club for bachelors, in which they lived in the summer and commuted to jobs in Frederick on the trolley. Later, it became a boarding house. The Camp Schley Inn of about 1903 was also built for a men's group which had camped in tents originally, but needed more substantial shelter as the park began to develop and attract more tourists. Later known as the Schley Inn, a later owner tried to develop a ski run on the slopes below the building, but this was abandoned after a few seasons.

8.2 Significance Continued

The Braddock Heights Park began with the 1894 observatory, replaced in 1931 by a second tower which demolished in the 1970's. Soon after 1900, a dance pavilion was built which proved to be extremely popular. Refreshment stands were added, as well as an auditorium south of the tower on the summit. Religious services and Chautauqua lectures were given here and in 1939, the auditorium was converted to a summer theatre, which operated with varying periods of success until the late 1950's. The theatre has also been demolished. The Casino was built in 1909 for skating and bowling. It is the only recreational structure of the Park still standing. Other attractions in the Park over the years of its operation were a carousel, a slide, and picnic grounds. In 1921, a grove of 93 maple trees were planted near the entrance as a memorial to Frederick County casualties of World War I. All the park structures and the trees have been razed except the Casino, which still operates as a roller skating rink. Foundations of the buildings and debris indicate the general locations of the structures. A traditional frame house east of the Casino which was the park manager's residence still stands.

The 1906 extension of Braddock Heights was keyed to the trolley company's plan to build a branch line to Jefferson with the eventual intention of linking with the B&O Metropolitan Branch to attract more passengers from Washington. The line was only completed to Jefferson, but the plat of 127 additional lots on the ridge south of the original section of Braddock Heights appeared to be a success. Large boarding houses and rooming houses similar to those on Maryland Avenue were built and post card views of the northern end of Jefferson Boulevard, as it was soon named, show a similar resort atmosphere with sidewalks, dance pavilions at some of the houses, and small stores near the central intersection. A general store was located next to 6800 Maryland Avenue and was later moved into the house itself. The store in the 1913 depot building opened in 1915 as McCardell's. The post office was located in the store in the early days and later shared quarters in the same building. A swimming pool and bath house were built on Schley Avenue in 1939 and are still maintained by the Braddock Heights Community Association.

The peak period of Braddock Heights popularity as a resort was about 1904 - 1950. The trolley line itself was constructed concurrently with the rising importance of the automobile and reached only a moderate level of success during the period 1896-1941. The transportation of freight and mail from Middletown and passengers from Myersville, Middletown, and Braddock Heights to Frederick kept the trolley going when by all other indicators the automobile was the preferred mode of travel. The park was increasingly patronized by local tourists from Frederick as residents from more distant regions began to drive themselves to other amusement centers. The railway company had been renamed Hagerstown and Frederick Railway to reflect its linking of the two cities. By the 1920's, however, the production of electric power became a much more lucrative venture under the leadership of Emory L. Coblentz, who became the company president in 1908. Acquiring several local power companies over the years, the company eventually became the Potomac Edison Company, based in Hagerstown. It is the principal electric power utility company of west central Maryland and parts of Pennsylvania. The Park passed to other owners, the Hotel Braddock burned in 1929 and was not rebuilt, an indicator of the decline in

8.3 Significance Continued

demand for a large hotel in the resort. World War II gave the trolley line a reprieve, but the last passenger trip to Braddock Heights took place in 1947. By 1954, the trolley line had closed down completely. The Park continued on until the early 1970's, but deterioration of the structures and competition from other parks caused its closure, except for the skating rink in the Casino. Braddock Heights is still a sought-after location for homes and the original lots continue to be developed, especially on Jefferson Boulevard. The picturesque appearance of the original sections is well-maintained and the general integrity of the survey district is excellent.

Braddock Heights Survey District
Frederick County

Survey No. F-4-8

9.1 Bibliography Continued

Harwood, Herbert H., Jr. Blue Ridge Trolley: The Hagerstown & Frederick Railway. San Marino, Ca.: Golden West Books, 1970

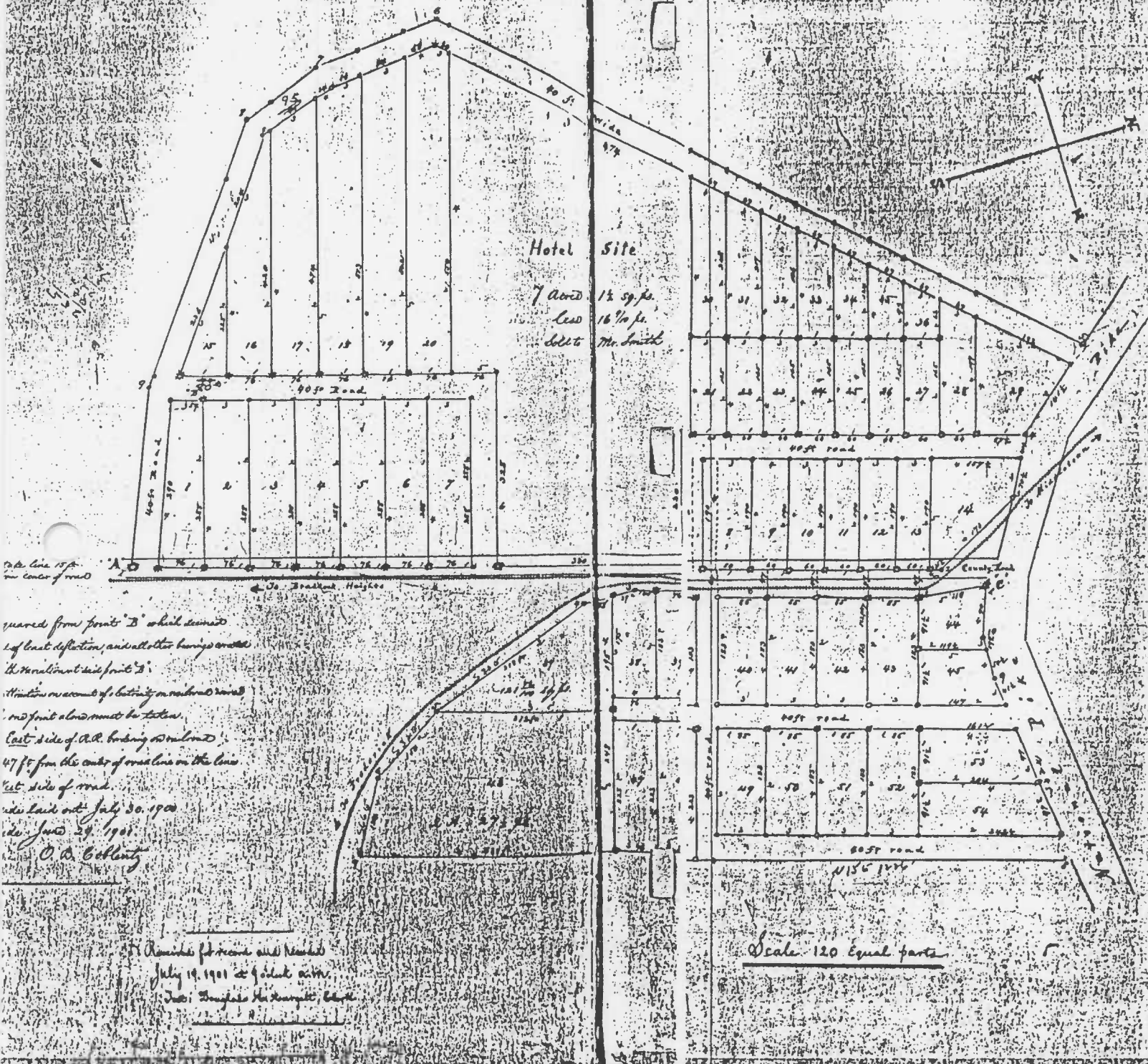
Hooper, Anne B. Braddock Heights: A Glance Backward. Privately published, 1974.

Land Records of Frederick County

Williams, T.J.C., and Folger McKinsey. History of Frederick County, 1910. Reprinted Baltimore: Regional Publishing Co., 1979.

lined to corner of lobby Building
2nd 11910.
"Braddock

Lots
Heights



F-4-8

Braddock Heights Survey District

Frederick County

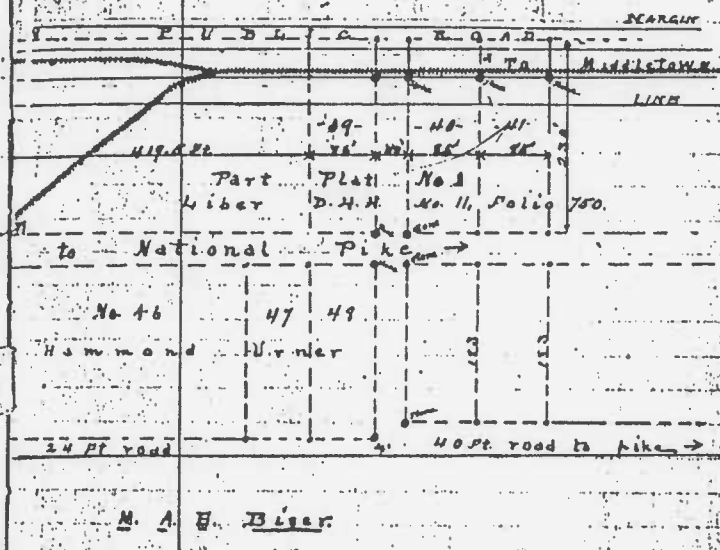
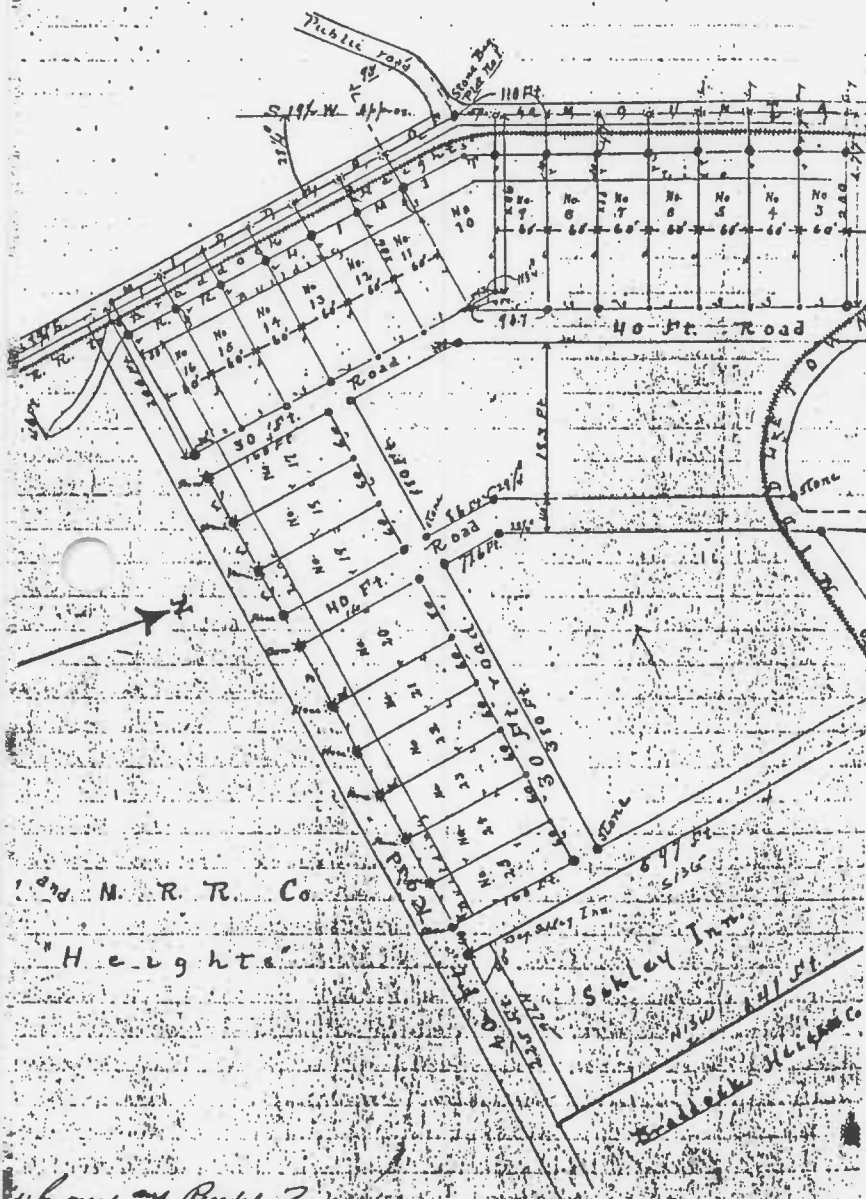
Plat of original section, 1900-1901

from Frederick County Land Records DHH11/750-751

PLAT

N O. 2.

BRADDOCK HEIGHTS IMPROVE



EXPLANATIO

All angles are r. unless otherwise.
Compass readings great local attra.
Eastern Limit is 47 feet from m road line, on all L 10, and 46 feet on No 10.

Building Line 30 Limit or 77. + 76. feet of County road line @ represents pl

Scale 120 J

up from the Road 2
24 1904 at 4 o'clock PM
C. J. Samuel & Hoffer
Black

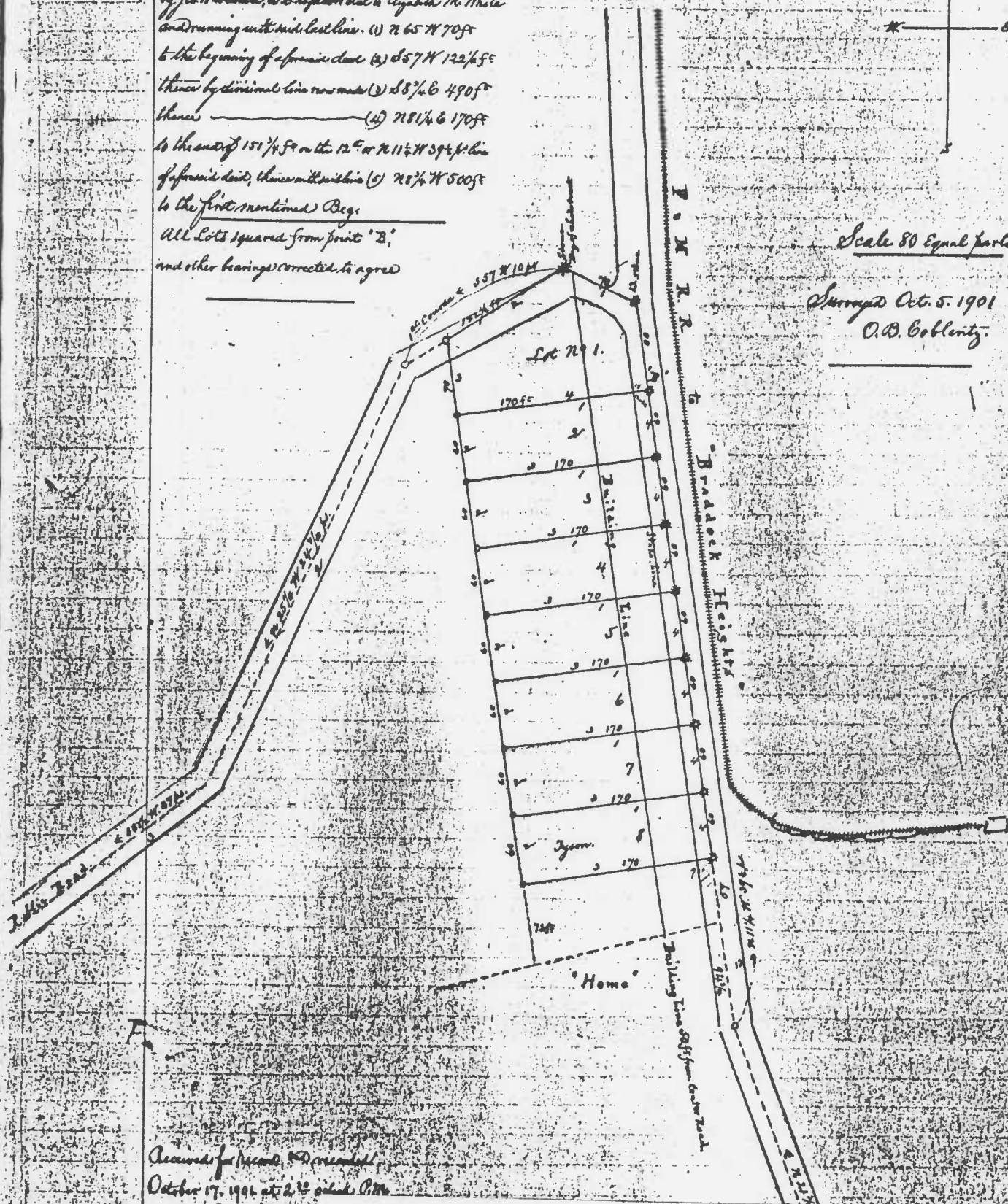
F-4-8
Braddock Heights Survey District
Frederick County
Plat No. 2, 1904
from Frederick County
Land Records STH 267/138-139

Courses and Distances of Entire Eight Lots.
Beginning at the beg. of last line of that tract conveyed
by Jas. H. and wife, D. G. White to Elizabeth M. White
and running with said last line. (1) N 65° W 70 ft
to the beginning of a previous deed (2) S 57° W 122 1/2 ft
thence by divisional line now made (3) S 8 1/4° E 490 ft
thence (4) N 81 1/4° E 170 ft
to the end of 151 1/4 ft on the 12° or N 11 1/4° W 394 ft line
of a previous deed, thence with said line (5) N 8 1/4° W 500 ft
to the first mentioned Beg.

All Lots squared from point 'B';
and other bearings corrected to agree

Scale 80 Equal parts

Surveyed Oct. 5, 1901
O. B. Goble, Jr.



Received for Record & recorded
October 17, 1901 at 2 1/2 o'clock P.M.

Justi. Douglas No. 1

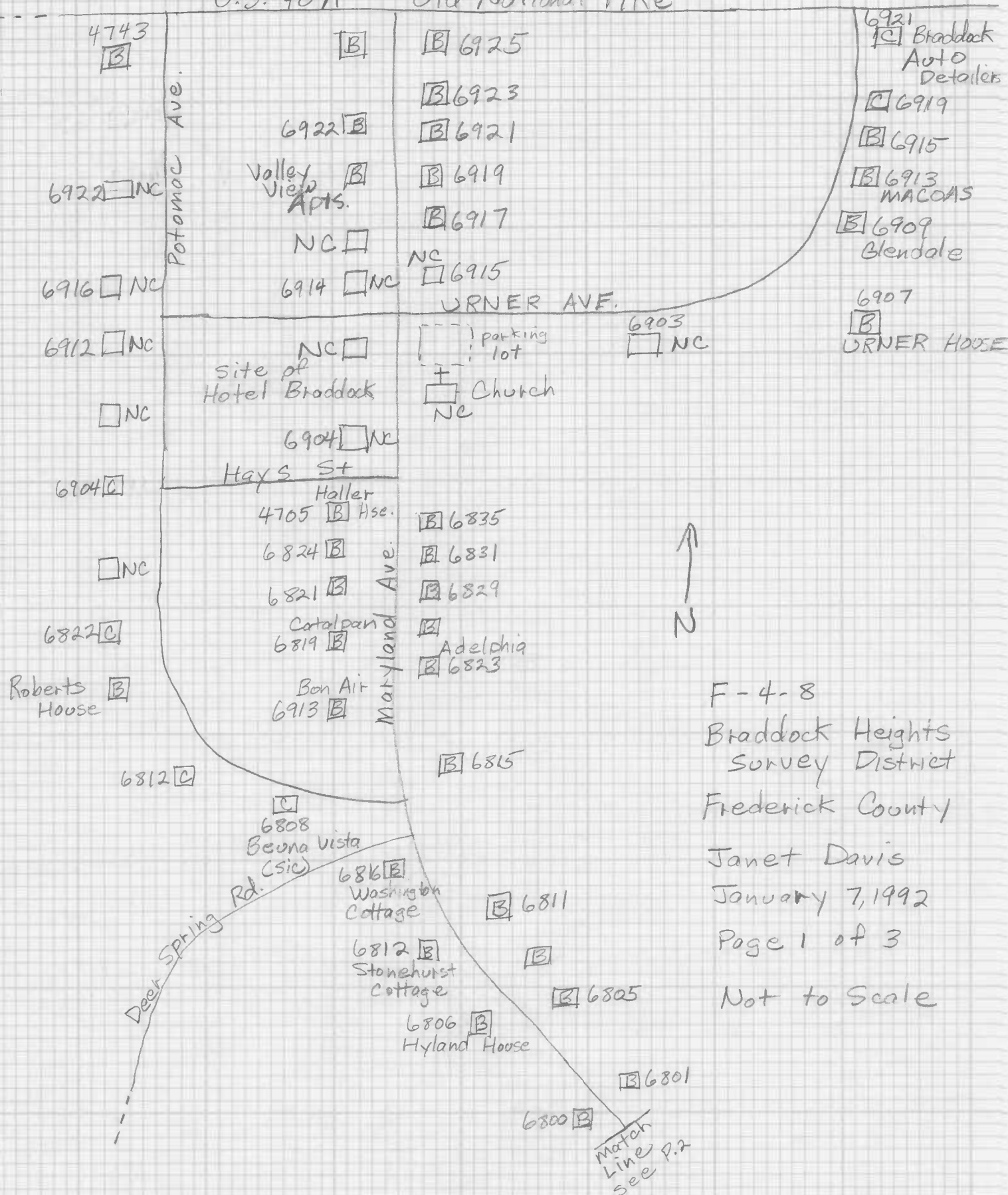
F-4-8

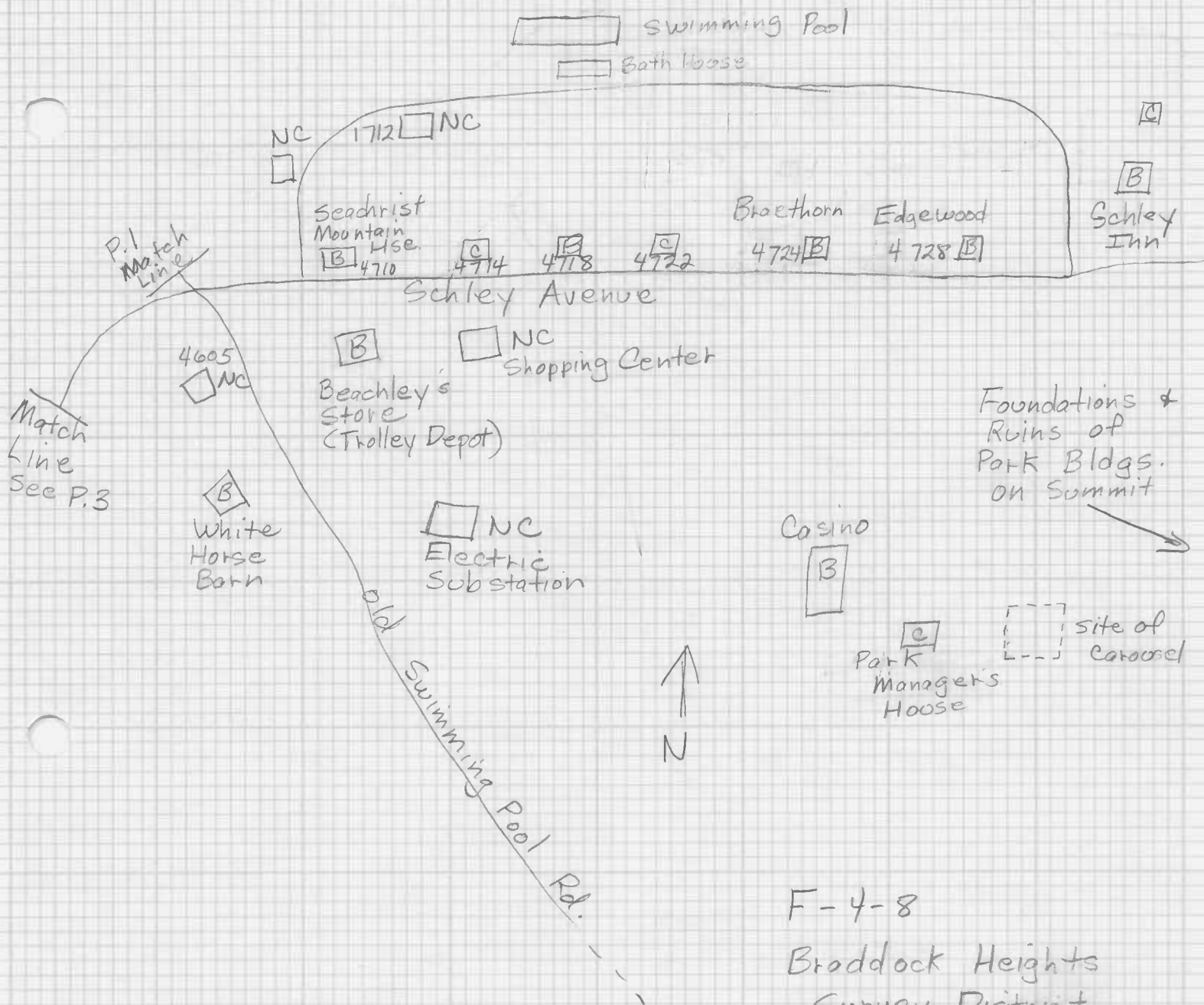
Braddock Heights Survey District
Frederick County

D. G. White's Lots, 1901 from Frederick County
Land Records, DHH 11/739

U.S. 40A

Old National Pike





F-4-8

Braddock Heights
Survey District

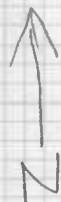
Frederick County

Janet Davis

January 7, 1992

Page 2 of 3

Not to Scale



Braddock
Apts. [B]

[C] 6726

[C] 6728

Match Line
P. 2

NC garage []

6720 [B]

[] NC
Fire Station

6714 [B]

Catoctin [B]

6710

[] NC
Golden Rule School

6706 [C]

NC [] 6705

6704 []

[C] 6703

6702 [B]

Six Gables

NC [] 6701

NC [] 6653

6652 [C]

[C] 6649

Catoctin 6648 [B]

[B] 6645

6646 [] NC

[C] 6643

Fairmont 6642 [B]

NC

6640 [B]

[] 6639

66 [B]

[B] 6637

6632 [B]

[] NC 6633

6624 [B]

[B] 6631

[] NC

Zvolenski 6626 [B]

[B] 6623

NC []

[] NC 6621

6616 [B]

[C] 6617

6612 [B]

[C] 6615

6608 [] NC

[] NC 6613

NC []

[C] 6609

6520 [] NC

[] 6607

6516 [C]

NC [] 6601

6508 [B]

NC [] 6515

65 [B]

NC [] 6511

6418 [] NC

[] 6507 NC

6416 [B]

[] 6503 NC

6412 [C]

[C] 6419

6410 [C]

[B] 6411

Survey District
Boundary

F-4-8

Braddock Heights
Survey District

Frederick County

Janet Davis

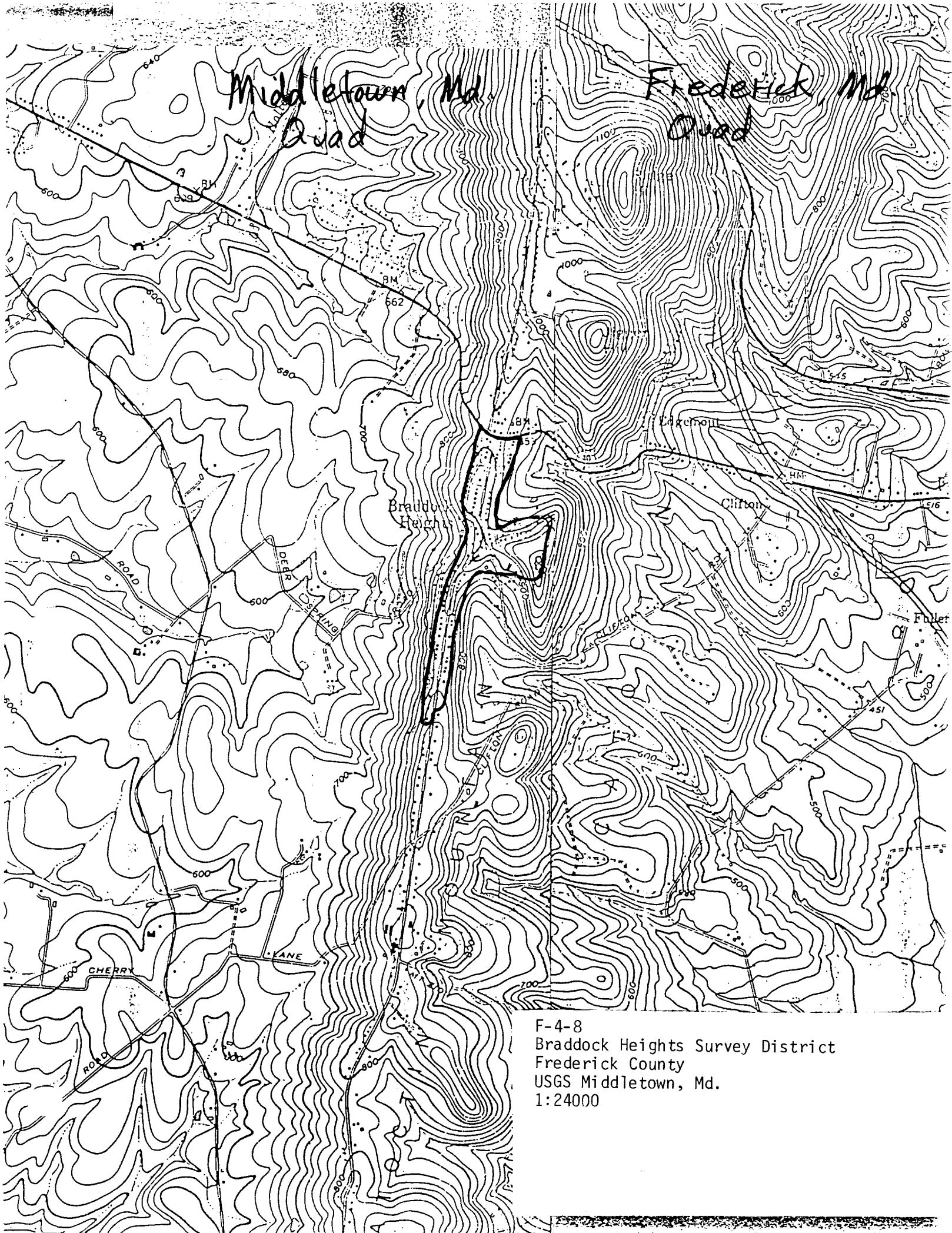
January 7, 1992

Page 3 of 3

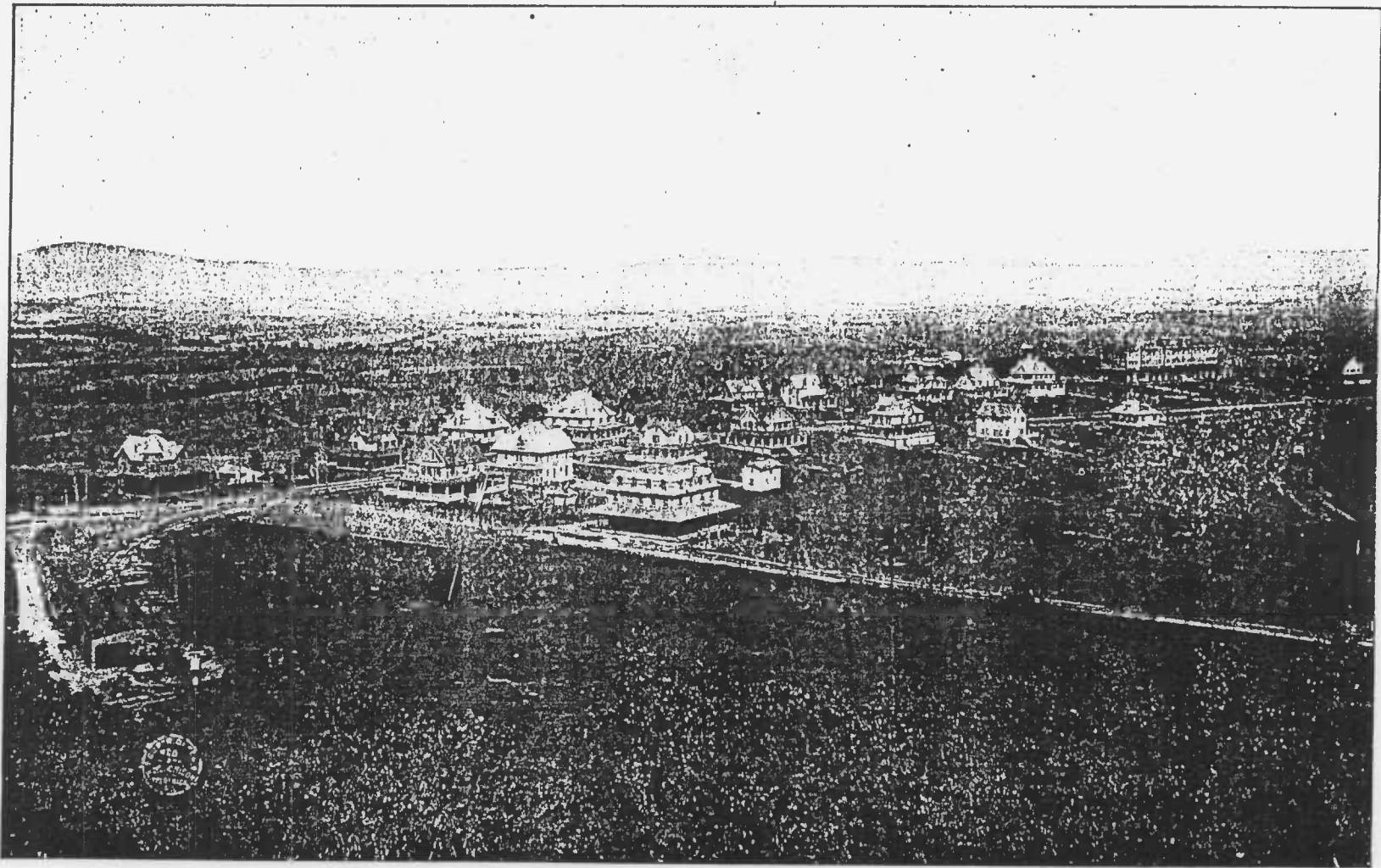
Not to Scale

Middletown, Md.
Quad

Frederick, Md.
Quad

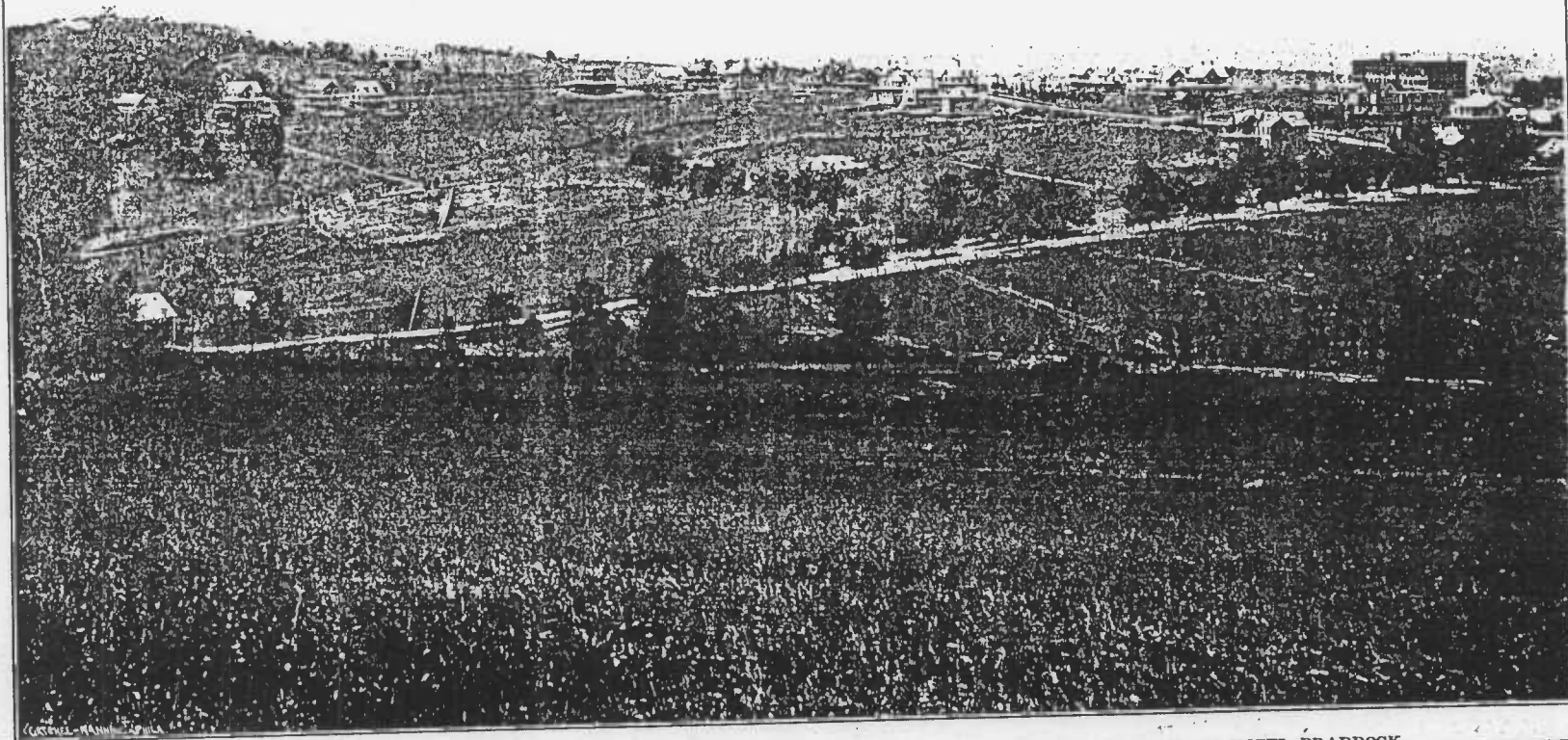


F-4-8
Braddock Heights Survey District
Frederick County
USGS Middletown, Md.
1:24000



A VIEW LOOKING NORTHWEST FROM THE OBSERVATORY, SHOWING PART OF BEAUTIFUL BRADDOCK, ALSO PART OF THE HISTORIC MIDDLETOWN VALLEY.

F-4-8
Braddock Heights Survey District
Frederick County
General view, 1907 from Beautiful Braddock



A VIEW OF A PART OF THE BRADDOCK COLONY AS SEEN FROM A POINT ONE-HALF MILE NORTHEAST OF HOTEL BRADDOCK.

F-4-8
Braddock Heights Survey District
Frederick County
General view, 1907 from Beautiful Braddock





P. 2. 1

Black & White - 100 - 100

Frederick County

Plateau County

7. 1. 1902

100 - 100 - 100 - 100 - 100 - 100

County of Frederick and Allegany

2/10



7 d 8

Braddock Herald - Super Daily

Frederick Morning

Pharmaceutical Times

Washington Post

Washington Star & Sun

Washington Evening Star

South Atlantic

765



8.11.11

"2000" "2000" "2000"

From 10.11.11 to 1.12.11

Photo 10.11.11 to 1.12.11

To 10.11.11

10.11.11 to 1.12.11, 10.11.11 to 1.12.11

10.11.11 to 1.12.11, 10.11.11 to 1.12.11

10.11.11





5-2-8

Shoemaker Heights Survey District

Trenton County

Wolfeboro, N.H.

May 1912

Map. 1000' W. of 3120' from 1000' to 1000'
on Maryland Avenue, West of 1000'

6/15



P 1-8

Exhibit 1: 1/15/85 Survey of 1/15/85

Exhibit 2: 1/15/85

Exhibit 3: 1/15/85

To: 1/15/85

Re: 1/15/85

Hall's Hall, 1/15/85, 1/15/85, 1/15/85, 1/15/85, 1/15/85

1/15/85



Field

1. *Journal of the American Medical Association*, 1997; 277: 1001-1005.

$$R_{\text{obs}} = m + 5.6n$$

San Francisco

000



5-4-8

Expos: Heights Survey P.A.

Frederick County

Photo. Janet Davis

Toward 1972

Not for use in H.T. - C.H.P. (1972) = 1972

16-2-72 (1972) H.T. 1972

a/c



F 4 3

Exhibit 1

District

Frederick County

Photo: South to L. S.

March 1922

View from the S. S. of the L. S. of the

view from the S. S. of the L. S. of the

10/5



E. 4 8

Seaboard Lumber Company

Fredrick County

Photo No. 1

January 1912

100 ft. N. of the 100 ft. line

between the 100 ft. line and the 100 ft. line

100



F.4.8

Bradley, H. J.

1-100

Frederick County

Photo Court Lane

Box 1 1000

Box 100 1000 1000 1000 1000

1000 1000 1000 1000 1000

1000 1000 1000 1000 1000

12/15



F-4-2

Braddock Heights Survey District

Frederick County

Photo: Sunset View

Township 12N

North of SHPS, Crownsville, Md

View north on Maryland Ave. at Emerson

Blvd. Intersection

12/15





F 2-8

Braddock Heights, Summit Hill

Frederick County

Photo: Janet Davis

January 1982

Neg. loc: Md. State College, Md.

View southwest on Jefferson Blvd. from

Maryland Ave. intersection

15/15